No exhaustive list of the completed and, for that matter, of the planned work is available. The Final Report mentions the reconstruction of six principal railway bridges against the five planned, and of five highway bridges,[35] the complete reconstruction of the roads, including the building of 660 km. of new primary and secondary roads, and the construction of "some" new arterial roads.

Comparatively little progress was made in rebuilding railway station buildings. There is no mention of the work on the Danube-Theiss canal. The other canal (Sio) was opened in 1948.

The rolling stock of the railways is now claimed to be "sufficient." The number of automobiles, trucks and buses is, in the aggregate, 88 percent larger than it was before the war. Passenger cars have not reached the prewar level, but the number of buses is 50 percent, and that of trucks 150 percent greater.[36] The number of river boats and barges in commission is very much smaller than before the war.

Freight traffic on the railways is reported to have been 49 percent greater than in 1938, freight traffic on the roads 113 percent greater.[37] As traffic on the Danube is to a large extent paralyzed, the railways and the roads must carry a higher proportion of the total traffic than before the war. But it is doubtful if freight traffic on the railways could have increased by 49 percent in a year when the harvest was bad. It is not known whether Soviet transports passing through Hungary are included in the ton-mileage given. Railway passenger miles are claimed to have been 122 percent above prewar. There is definite information that postwar and prewar passenger miles are not comparable because of changes in the method of tabulation.

On the whole, at the end of 1949, the capacity of the transport system was at least as great as, if not greater than, before the war.

Building

The building program of the plan, extensive as it was, did not aim at completing the work of reconstruction of all war-damaged buildings, public and domestic. On the other hand, it included new construction serving mostly health, education, and, to a small extent, working class housing. A total of 1.2 billion

35. Two in Budapest, one each in Szolnok, Szeged, Vasarosnameny.

36. In 1938 the number of passenger cars was 18,900, the number of buses 700, and the number of trucks 3,800.

37. Freight traffic on the roads refers to freight carried in trucks, a fraction of the total freight carried on roads.

forints were to be spent for work of this character in sharply graduated installments. Out of this 0.4 billion forints were earmarked for housing, both new construction and reconditioning. This, however, did not include industrial construction. The aggregate value of construction work of all kinds was to be 2.6 billion forints.

Owing to lack of adequate preparations, the manifest need for reconstruction on a larger scale, and, last but not least, pressure from the building workers' trade-union, the building program was speeded up. In the first year the sum spent on building was nearly twice as high as budgeted, mainly because of the nineteen-fold increase of the sum spent on reconditioning public buildings and the high cost of building. In the full period, a total of 1.8 billion forints were spent, 58 percent more than budgeted. The volume was claimed to have been 27 percent greater. This, however, excludes industrial construction. A comparison with other items suggests that building must have been severely curtailed in the later phases, and the balance of the plan restored.

The principal items mentioned in the Final Report are: the reconditioning of over 1,300 school buildings, of 161 hospitals and 55 TB dispensaries; the building of 16 new schools, 29 hospitals, and 8 dispensaries. Work was started on others. A number of health centers, crêches, day nurseries, and holiday homes were established. The report fails to mention that, laudable as the purpose of these institutions was, they were housed mostly in expropriated buildings of "enemies of the people." As these were a matter of definition, there was no difficulty in setting up social institutions at little cost.

Housing developments were confined to mining centers and the working class districts of Budapest. It was claimed that in the first year the total number of new apartments constructed was 1,800 in Budapest and 500 in the country towns, and that the total number of workers' cottages in mining and industrial centers was 728. An estimated 40,000 cottages were built in rural areas mainly out of private funds. Information on what had been completed in the full period of 29 months is conflicting. According to an official statement the total number of new apartments built in urban areas was 5,200, shared in nearly equal proportions by Budapest and the provincial towns. Some 120,000 cottages were built in rural areas, mainly out of private funds, and another 6,200 on state-owned farms and tractor stations. In addition, some 110,000 dwellings were reconstructed, a large proportion with the help of private funds. Of these, 40,000 were in Budapest, 25,000 in provincial towns, 39,000 were cottages in rural areas.

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According to the plan, next in importance to heavy engineering is the chemical industry. Its output will be increased by 38 percent over the 1949 figure. The 1954 output is given as 4.8 billion forints. Its greatest task will be to solve the problem of coking Hungarian coal for use in iron production. The goal is to have 450,000 tons of high grade coke by 1954.

Among the light industries, the textile industry will have an output of 9.3 billion forints, 52 percent greater than in 1949 and, at the cost of 1.1 billion forints, will have its plants modernized and some new plants added.

The clothing industry will replace the small craftsmen who had hitherto supplied most of the clothing worn in Hungary. Twelve new plants will be built at the cost of 2.6 billion forints and the output of the industry will be 2.6 billion forints, an increase of 150 percent over 1949.

Total investments in the manufacturing industry proper, excluding mining and metallurgy, will be 11.3 billion forints. Altogether 220 new plants will be built besides modernizing some of the existing plants. The new plants will be scattered all over the country to promote the decentralization of industry and bring industry to districts which now depend mainly on agriculture. The new plants include the following:

Iron metal and engineering	35 plants
Chemical industry	38 "
Textiles and clothing	20 "
Leather and shoe manufacture	2 "
Woodworking	9 "
Paper manufacture	3 "
Food industry	71 "
Clay, bricks, earthenware	29 "

Building

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The estimated cost of construction of all kinds is 21.3 billion forints. Of this, 5.9 represents the cost of industrial construction, 4.5 billion will go into transportation, 3.4 billion forints are allotted to construction which will serve agriculture, 2.0 billions are earmarked for the construction of public buildings and 5.0 billions are to go to finance housing schemes. It is intended to build 180,000 apartments. As private building has practically stopped, at any rate in urban areas, the 5.0 billion forints represent the total investment in housing. Before the war (1924-25 to 1936-37), investment in housing averaged about 140 million pengoes per year at 1924-25 to 1926-27 prices. Data for an accurate comparison are lacking. Available

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15: Kárpáti G-3 (no date) 1943 EC1 Hungary EC1

Aid to flood victims.

In Hungary, the plains particularly were devastated by extensive floods in recent years. The floods had their origin outside the country and Hungary had no control over preventive measures, as most of the tributaries of the Danube — especially their sources — were on foreign soil after the war. The Succession States neglected the regulation of their flow, and added to this by denuding some of the mountains of their forests which normally absorbed a large part of the rainfall. After winters of unusually high precipitation a greater volume of water than was ever recorded before rushed down to the Hungarian plains.

Voluntary donations helped to relieve, in a small measure, the suffering caused by these disasters, but the expense was largely born by the state. To illustrate the extent of the damage: the Ministry of the Interior alone distributed 20 million pengős among the flood victims; almost 5000 houses had to be rebuilt and 14,000 others repaired by the state. The work of rebuilding was hampered by war-time shortage of material, and supplies had to be controlled centrally.

Employment of returned soldiers.

The men from the farms who were released from the army had to be provided with work. This problem had to be solved by the state after the re-occupation of the northern, north-eastern, Transylvanian and eastern territories, and on a smaller scale after the re-occupation of the southern territories. The year 1940 was a most difficult one in this respect, as during that summer a large proportion of the country's male population was on active

653 729 military service, and consequently the income of the seasonal workers was negligible. The solution was reached by the Government in combining the employment of returned soldiers with the performance of public works such as rebuilding the homes of flood victims, and defence projects. Public works costing 54 million pengõs bridged over the last months of the depression until the period of accelerated war-time production.

Providing for the refugees.

729 167 657 The refugee problem was an important item in the Hungarian social welfare administration. Hungarian resources were strained to the utmost in providing for the periodic influx of refugees from the former Hungarian territories. Immediately following the first world war this flow was at its peak, as we have previously stated. A similar situation occurred a second time when part of Transylvania was reoccupied. Hungarians who were left under foreign domination started to move across the new boundaries in large numbers. In order to help them to become self-supporting and be readily absorbed into economic life the Government settled them in various parts of the country. During this period of rehabilitation, from the autumn of 1939 till the end of 1942, the state spent 25 million pengõs on their maintenance.

Compensation of war bond holders.

652 454 During the last twenty years it was often necessary from the standpoint of social security to protect the interests of the small investor. In the first world war thousands had put all their savings into war bonds, and when these lost their value many of the bondholders were in dire straits. For